



- NOTES:**
- \* 1. INCIDENTAL CONCRETE (4" THICK) TO BE PAID FOR UNDER ITEM 706-03-A, PER SQ. YD.. THE INCIDENTAL CONCRETE WILL BE USED ON THE PROJECT ONLY IF A QUANTITY AND PAY ITEM ARE SHOWN ON THE SUMMARY OF ESTIMATED QUANTITIES.
  - ☑ 2. FRONT GUARD RAIL SHALL BE FLARED IN ACCORDANCE TO THE DESIGN SPEED AS SHOWN ON SHEET 2 OF 9. (TABLE 4)
  - △ 3. GUARD RAIL SHALL BE FLARED TO MEET THE FRONT GUARD RAIL.
  - ⊕ 4. USE A GUARD RAIL END TREATMENT(BI-DIRECTIONAL), ITEM 704-11-C
  - 5. THE BACKSIDE GUARD RAIL AND END TREATMENT MAY BE ELIMINATED AND A GUARD RAIL END TREATMENT (FLARED OR TANGENT) MAY BE UTILIZED INSTEAD ON THE ONCOMING END OF BRIDGE IF THE BACK OF THE GUARD RAIL END TREATMENT IS OUT OF THE CLEAR ZONE (LC) FOR THE OPPOSING TRAFFIC
  - 6. BOLT HOLE LOCATIONS ON THE CONCRETE BARRIER STANDARD ARE FOR THE THRIE BEAM TERMINAL CONNECTOR. WHEN W BEAM TERMINAL CONNECTORS ARE USED THE LOCATION OF THESE HOLES SHALL BE ADJUSTED TO FIT THE BOLT HOLE PATTERN FOR THE W BEAM TERMINAL CONNECTOR AS SHOWN ON SHEET 8 OF 9.

NOTES: 1. GUARD RAILS COMPUTED IN ACCORDANCE WITH THE ABOVE EQUATIONS SHALL BE INSTALLED PARALLEL WITH THE CURVE OF THE ROADWAY

2. LENGTH OF NEED (X) ON ONE WAY TRAFFIC SHALL USE THE EQUATION SHOWN FOR LOCATION ① & ②. WHEN A BRIDGE IS LOCATED IN A 1° CURVE OR LESS THE LENGTH OF NEED (X) SHALL BE COMPUTED AS STRAIGHT GUARD RAIL (USE X,Y,Z EQUATIONS ON SHEET 2 OF 9) WITH A FLARE RATE AS PER TABLE 4, SHEET 2 OF 9.